



MOTORSPORTS TASK FORCE

AGENDA

WEDNESDAY, FEBRUARY 21, 2007

COUNTY-CITY BUILDING

555 S. 10TH STREET, ROOM 113

7:30 A.M. - 8:30 A.M.

1. Approval of Minutes - February 14, 2007 (see attached)
2. Subcommittee Reports
 - a. Economic, Fiscal, Social & Environmental - Jeff Maul
 - b. Location - Mike DeKalb
 - c. Demand - Darl Naumann
3. Final Report

MINUTES
MOTORSPORTS TASK FORCE
Wednesday, February 21, 2007 - 7:30 a.m.
County-City Building, Room 113

Task Force Members Present: Russ Bayer, Chair; Carol Brown, Dave Dykmann, Gary Juilfs, Karen Kurbis, Mike Tavlin, Greg Osborn, Stan Patzel, Larry Lewis, Mike DeKalb, Lincoln-Lancaster County Planning Department (Ex-officio); Kerry Eagan, County Chief Administrative Officer (Ex-officio); Darl Naumann, Lincoln-Lancaster County Economic Development Coordinator (Ex-officio), Jeff Maul, Convention & Visitors Bureau Executive Director (Ex-officio) and Scott Holmes, Lincoln-Lancaster County Health Department (Ex-officio)

Task Force Member Absent: Randy Harre and Chris Kingery

Others Present: Marvin Krout, Lincoln-Lancaster County Planning Department; Marlene Tracy, Jeff Atkinson, J.R. Brown, Jean Ortiz, Lincoln Journal Star; Cori Beattie, County Board Secretary; and other interested parties

Minutes

Juilfs moved approval of the minutes from February 14, 2007; seconded by Osborn. Motion passed unanimously.

Subcommittee Reports

Demand

Naumann said the proposed survey was presented to the County Board who denied implementation by a 2-2 vote. Eagan noted all Commissioners will be present at tomorrow's staff meeting, at which time they may choose to revisit the issue. He asked how much run time would be needed for the survey. Naumann suggested one week. Bayer questioned whether members still felt the survey was appropriate. No disagreement was voiced. Bayer indicated the unscientific survey results could simply be included with the final report to the Board.

Economic, Fiscal, Social and Environmental

Copies of a draft economic, fiscal, social and environmental committee report were distributed. **(See Exhibit A.)** Maul gave a brief overview of the report contents. He noted the statistics are geared toward drag racing, however, economic impact would increase as more venues are added to a facility. Data provided by Dr. Eric Thompson defined the annual economic impact at nearly \$10 million.

With regard to funding, Maul noted Dr. Thompson's report said, "...economic impact is maximized when private dollars or investments are made from the private sector." He said it should be taken into consideration that a private individual (Greg Sanford) is ready to make a financial investment in this project. Additionally, there is the need for variance guidelines such as a clearly defined race schedule, hours of operation and sound/noise level monitoring.

Holmes addressed noise concerns. Discussion took place on muffling certain vehicles and allowing specific variances for others. He said the subcommittee will likely come forth with this recommendation, as well as performing off-site noise measurements.

Maul felt the subcommittees could have utilized funding to assist them in better evaluating various issues such as the impact on local property valuations. He added motorsports will obviously impact - whether positive or negative - everybody in the community. Thus, people need to be educated and guidelines established so the facility's operator knows local expectations. In speaking to Americruise representatives, Maul noted they were excited about the possibilities and named numerous events which could be held at such a facility.

In looking at economic impact, Brown said while Dr. Thompson's report did not look at spin-off business, three owners have notified Greg Sanford of their interest in building near his location. Maul said this will be reflected in the subcommittee's final report.

Brown said if the County Board decides not to implement the on-line survey, she would like the Task Force to endorse the possibility of someone else taking the lead on the project. She also asked Sheriff Terry Wagner for information on past larger events held in the County. No response had been received as of yet. Brown hoped the County Board would ask for Sheriff Wagner's expertise with regard to such events.

In reference to sound standards, Brown suggested looking at standards established by other communities, as well as any new ideas which may be available for mitigating sound. Holmes indicated many race areas, including Brainerd, MN, and Topeka, KS, were contacted, none of which had any noise ordinances or controls. He requested Brown provide examples of government entity standards used in other areas. He added acceptable noise ordinances have been in place in the City for thirty years from which reasonable recommendations have been taken and included in the County's text amendment.

Lewis said if vehicles are muffled the facility would not get one-third of the cars. Holmes said this was not true. Maul pointed out that Rod Wolter indicated muffling was an appropriate option. Osborn said the subcommittee was really trying to address the Friday night street drags. He added certain classes are cars are required to have muffled systems. Lewis indicated Greg Sanford would like to attend a Task Force meeting. Bayer said the idea of public input will be discussed later, although, he is not personally interested in one person trying to sell one idea.

Bayer asked members if any issues have been overlooked. Kurbis said perhaps environmental impacts could have been gone over in greater detail but a lot information is out there and can be debated at a future public hearing. Maul said the only thing he would add is the impact on property valuations near a facility. Bayer suggested including this in the report as something which may require further evaluation.

In response to Bayer's inquiry, Maul said their subcommittee's final report will look a lot like the draft. He inquired about the format. Bayer said he and Eagan discussed the final report and thought it should include the charge, the process and the recommendations with subcommittee reports attached as exhibits. Additional information could be listed in an appendix.

Brown said if the Task Force recommends particular sites, the County Board should bring someone in to evaluate them. Additionally, she referenced an email from Rod Wolter (**See Exhibit B**) regarding land prices/property valuations. She thought the County Board should have someone research the issue. Eagan said there is no question property values would increase as the area around a facility transforms but locating a track out in the County would be costly due to infrastructure requirements. He added the final report could emphasis that due to limited time and resources, there are certain issues which need further evaluation.

Bayer asked if any members disagreed that a motorsports facility would provide a positive overall economic impact. No opposition was voiced.

With regard to social and environmental issues, Bayer said clearly there is a noise impact. The question is how to address this and other quality of life (social) concerns in the report. Holmes noted the text amendment before the County Board includes a recommended noise level. He added the special permit for the drag strip and the text amendment were placed on pending. Bayer asked if the proposed noise standards were imposed, would they prohibit a motorsports facility. Holmes said no. Brown questioned the level(s). Holmes said he did not have that information with him but thought it was 65 dBs. Brown said that was too restrictive. Holmes said the issue is really distance. Dr. Chéenne showed noise levels of 56 dBs at one mile and 60-62 dBs at ½ mile. Osborn said variances could be included for certain periods of time or particular events. Holmes added the location will also make a tremendous difference with regard to noise.

Dykman noted there are three villages/cities in southern Lancaster County who support a motorsports facility in their area.

Bayer said noise parameters might want to be included in the subcommittee's final report. Holmes agreed this should be a recommendation. Bayer asked that this be addressed and wondered whether the same thing be done for lighting standards. DeKalb said the subcommittee might suggest lighting standards be appropriate and reference the City of Lincoln's recreational lighting standards as a start.

Bayer questioned whether other environmental standards are currently in place by the City or County. Holmes said many studies have been done on air pollution, water pollution, floodplain issues, etc. He felt this would be redundant to pursue at this time as some of these are addressed by existing state and federal environmental laws. He added certain provisions can also be built into special permits. Bayer thought mitigating rules could also be established to help alleviate quality of life concerns.

Kurbis said people are really concerned about noise and traffic. She distributed copies of the Stand Alone Dragstrip Proposed 2007 Schedule - Noise and Traffic Impact - which shows the hours of operation as submitted on the application to the County Board. **(See Exhibit C.)** The dark areas reflect proposed dragstrip hours of operation. Kurbis said while a lot of folks agree this is a social concern, it would bother some more than others. Osborn felt a compromise could be reached regarding variances or noise parameters.

Location

The following information was distributed:

1. Location Subcommittee Report **(See Exhibit D)**
2. City Zoning Racetrack Analysis: Composite Map **(See Exhibit E)**
3. Proposed County Racetrack Zoning Analysis: Composite Map **(See Exhibit F)**
4. Motorsports Task Force: Location Analysis Map **(See Exhibit G)**
5. Location Subcommittee Map re: Location Opportunities **(See Exhibit H)**

DeKalb said the subcommittee studied all of the above materials. It was noted the noise presentation by Dr. Chéenne made a difference on location considerations. A list of critical criteria and common preferences was developed. The preferences for an optimum location included, (1) close access to Interstate; (2) utilizing Interstate noise to "mask" motorsports noise; (3) within 3-5 miles of hotels and restaurants; (4) away from residential areas; and (5) at least one mile in length. Once these were established, subcommittee members were asked to select what they thought were the best options. Exhibit H reflects those areas by the number of times mentioned.

In summary, DeKalb stated the subcommittee decided there were several potential locations where a motorsports facility could be located . Additionally, they felt adjustments/waivers would likely be required for most sites. Further review of site needs and opportunities should be done by those seeking to build such a facility, whether it be private, public or joint.

Brown said while she selected many sites, she did not indicate her favorite. She does not want the report to reflect West "O" Street as the preference because she heard this location would not be desirable. Bayer pointed out the Task Force would not have the final decision. Brown said she independently worked on additional criteria information and distributed a handout outlining her findings. **(See Exhibit I.)** It was clarified that Brown assigned the points.

Osborn said he was asked to convey that at least four members of the Lincoln City Council are not in favor of a motorsports facility inside the City's three-mile area.

Bayer asked whether the subcommittee could rank the options from least to most waivers required. DeKalb said it could be done but asked that they not pursue this. Bayer inquired whether the color coding on the map influences the results. Brown and Lewis indicated yes. Bayer said the report could simply say the subcommittee suggested these locations as potential sites for motorsports facilities as not to sway things toward West "O" Street.

Eagan said he sees opportunities with regard to economic development. He felt a subarea plan may be desirable which would be anchored by a racetrack. Location would then be a big deal as the area would need to accommodate future spin-off businesses and other uses. Thus, in turn, this would cause property valuations to increase.

DeKalb said while the subcommittee was well aware of collateral activities, they did not make a decision on a single versus multiple-facility site. Kurbis noted a number of the areas on the location map are far from infrastructure. Brown said the Comprehensive Plan could be amended if necessary. She felt the Task Force should be working hard to make this facility happen.

Bayer said the Task Force was charged with determining whether there is a location in Lancaster County to put a motorsports facility. He asked if anyone believed there is not such a place. No additional comments were offered.

Bayer said the next step is to get a final report from the Economic, Fiscal, Social and Environmental Subcommittee. With regard to location, he added areas and criteria have been identified. He asked if the Task Force needs to respond to the criteria currently in front of the County Board. DeKalb suggested the Task Force make a recommendation based on its findings and let the Board deal with the rest.

Eagan said he will put together a draft final report for the Task Force to discuss at next week's meeting, although, he did not hear a lot of unanimity from members. He said there is good information on economic development and location criteria but felt the issue really involves the City, as well as the County, as there could be Comprehensive Plan ramifications. He added motorsports would be successful and would have a huge economic spinoff. In contrast, this type of facility would not realize its full potential if located out in the County because the services would not be in place to support it.

Osborn felt the report should not rank sites but simply list them as potential locations. Lewis disagreed. He felt the County Board should see the same materials as the Task Force. Dykmann clarified the numbers on the locations map were not the number of people who voted for that particular site, but rather the number of times it came up in conversation.

Patzel said infrastructure is a big issue. He thought the West "O" Street site would have existing facilities. Brown said a track can survive without certain infrastructure. The question is whether

or not the community would want to invest in the infrastructure to lure spinoff businesses. Patzel said he was not sure a track could make it without infrastructure. Brown indicated Dr. Thompson's report did not address economic development. Tavlin suggested the report to the County Board point out that Dr. Thompson's report omits any discussion of the collateral leveraging opportunities of a track. Additionally, he said there is a relationship between a track, the existing infrastructure and the financial feasibility of extending such infrastructure. One can then rationalize whether a track should be on a stand-alone basis or if it makes economic sense to leverage it into a bigger opportunity for the community.

Brown felt the Task Force should also consider the fact that there is a private investor for the project. Bayer stated nowhere in the charge from the County Board did it say to evaluate one individual, one location or one activity. Brown said the report should then suggest the Board have someone assess the sites to see if any developer would want to invest in a motorsports facility at those locations. Bayer said this recommendation could be included under "next steps." Lewis indicated Dr. Samani would be happy to locate his motocross track near the dragstrip.

Maul said his subcommittee will finalize their report by the end of the week and forward a copy to Eagan.

Holmes said since there is controversy surrounding the locations map, he asked if it could be revised as it appeared to have the sites ranked. Bayer said there will likely be an individual vote on this issue. Either generic locations will be identified or locations will be ranked. Holmes added Brown submitted completely different ranking criteria which would skew results. He did not think the Task Force would want to go to the County Board with a minority report. Patzel felt there was not enough detailed information available to adequately rank locations. DeKalb clarified that the map outlined potential areas and areas where multiple people thought there were opportunities. It did not rate locations based on specific criteria. Bayer asked everyone to think about what they would like the map to look like prior to the next meeting.

There being no further business, the meeting adjourned at 8:53 a.m.

Submitted by,

A handwritten signature in cursive script that reads "Cori R. Beattie".

Cori Beattie
County Board Secretary

2/21/07 DRAFT ONLY

Motorsports venues, whether stand alone (such as drag strips, road course, or oval tracks) or multi-use facilities, have been demonstrated as having the potential for significant economic impact.

- 1) Highlights of Dr. Thompson's presentation and report, with some from Rob Wolter.
 - a. Quality of life benefit when more entertainment opportunities present themselves
 - b. Affordable entertainment options must be made available to local residents, but importantly a motorsports venue encourages new visitor dollars to the community via hotels, restaurants, shopping, etc.
 - i. The Randal Travel Marketing Report of 2003 stated that visitors spend \$286.14 in Lincoln per night, per travel party (Tourism Spending)
 - ii. Per Dr. Thompson, the low figure from Drag related events was \$91 per day
 - iii. Many, but not all visitors will stay in hotels. The Topeka study states out-of state visitors accounted for 53.2% of total visitors (of which 75% stayed overnight) and out-of-county visitors accounted for 33.2% (of which 49% stayed overnight). Overall, 56% of visitors stayed overnight: 72% of those at hotel/motels, 20% @ on-site campgrounds and 8% elsewhere.
 - c. A 60 day racing schedule has more impact when they are regional and national events vs. Wed/Fri street drags.
 - i. Rob Wolter (consultant for Brainerd International Raceway) said that while it would be somewhat difficult to get a big national event to the area, the location would be good for events such as Super Chevy or Fun Ford Week-ends.
 - ii. Street drag events have minimal economic impact, mainly concessions, but serve the purpose of helping to decrease illegal street racing.
 - d. Dr. Thompson's study titled "Economic Impact Analysis: Potential Impact of an NHRA Drag Racing Facility in Lancaster County", prepared for Nebraska Motorplex, provides the following statements. The study focused on the annual tourism economic impact and did not estimate issues of construction impact, track operation impact, or job or business creation because of the industry.
 - i. New Economic Impact to Lincoln is \$7.8 million
 - ii. Total Economic Impact of New and community dollars spent is \$9.9 million
 - iii. State wide Economic Impact is \$4.5 million in new and \$5.9 in total economic impact
- 2) Public funding for a motorsports venture or any venture takes away from overall economic impact, thus economic impact is maximized when private dollars or investment is made.

- 3) Management ability is critical. Quality management is more likely to result in a significant economic impact. Topeka nearly closed in 2003 due to poor management, but has responded very well under the leadership of Ray Irwin. Brainerd International Raceway experienced difficulties in the last few years as well according to speaker Rod Wolter.

Social and Environmental Concerns:

- 1) Traffic flow is critical. The design of the Motorsports facility should provide a long cue area to avoid backup of traffic onto public highways (Rod Wolter). Facilities may need to provide traffic directors.
- 2) Lighting issues and PA systems need to be evaluated, especially in terms of hours of use.
- 3) Environmental concerns and regulations to be addressed by appropriate government agencies.
- 4) Social issues, such as impact to surrounding residents' quality of life, should be considered when determining locations of Motorsports venues.

Questions that we cannot answer at this time without financial resources or more research would be:

- 1) Fiscal impact to city and/or county is in question, however the Lincoln Growth Report stated that as a generalization, private investing w/ offset public outflow of dollars
- 2) Impact on local property valuations.
- 3) Impact of potential turn lanes to facilitate efficient entrance/exit of traffic onto public highway will need to be evaluated by the state and/or county.

Noise: some notes from discussions we have had

-muffled racing for ET and street drags

-NHRA 95db @ 50ft @ 3,500 rpm restriction

-variance for top fuelers or funny cars (?), as approved by county officials

-owner responsible for monitoring and controlling noise

-periodic monitoring from health dept/law enforcement for compliance of noise limits (process should be defined upfront and not wait for the problem to occur to figure out how to address it)

-consequences for failure to comply with noise limits (from owner such as not allowing racer to participate)

-city/county fines should be established for failure to comply with noise limits (something needs to be defined to assist law enforcement and health dept officials deal with noise complaints in the most cost effective manner possible)

-The impact of noise from a motorsports facility on the surrounding neighborhood must be taken into consideration. While oval tracks typically hold races one night per week, drag strips often hold events on Friday, Saturday and Sundays, as well as potential test and tune sessions on week days.

Summary Points - Environmental Noise presentation by Dr. Dominique Cheenne
Created by Scott E. Holmes, February, 20, 20007

Sound is a wave phenomenon. Noise is unwanted sound and is measured in decibels (dB). A 10 dB differential equates a noise about half as loud (or quiet) or twice as loud (or noisier). The frequency of noise (length of the sound wave) is measured in Hertz (Hz), with levels of 40 Hz (deep bass), 200 Hz (lower, mid-range), 1,000 Hz (center of pitch range) and 5,000 Hz (high pitch sound). Top fuel dragsters can generate noise of 140 dB. Muffled drag race cars will generate noise in the 100 to 115 dB range. Noise ordinances in most communities usually limit outdoor noise levels at 65 dB during the day and 55 dB at night. Noise levels in excess of 120 dB will damage hearing.

Higher frequency noises tend to be more annoying, but they are easier to abate than low frequency rumbles. Noise that is of short duration is more tolerable.

Sound propagation is affected by environmental conditions, including wind, humidity and temperature. Temperature inversions, which may occur commonly in the evenings of summer months, create conditions in which sound waves are reflected back down to the ground, increasing noise problems over longer distances. Wind bends sound waves, causing the waves to bend down downwind (propagating sound longer distances) and up upwind (reducing the noise levels). In Nebraska during July, 40-50% of the days have air stagnation. This means conditions are very good for long term stagnation of air. Sound propagates farther on hot and humid days than cool and dry days. Rumble and bass sounds (lower Hertz) travel farther than high pitch sounds.

The following scenarios were offered:

With a sound source of 115 dB (louder than a motorcycle but quieter than a dragster) on a hot and humid day, a rumble and bass sound (<200 Hz) would measure 56 dB at one mile (audible, but not really bothersome). On a cool and dry day, the same sound would measure 53 db at one mile. He added on a hot and humid day, the measurements for a mid-range to high frequency noise would be 49 dB at one mile.

Thick grass and soft ground reduce noise, but only for higher frequency sound waves. Trees and other vegetation provide very little reduction in noise. In order for berms and barriers to be effective, they must be located in very close proximity (within feet) of the sound source and need to be very tall to impact lower frequencies.

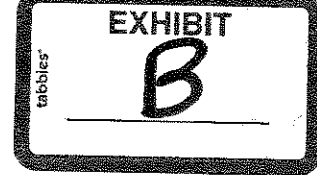
Consideration should be given to testing noise at locations that are going to be considered for the drag strip using sounds similar to those generated at events and to do this testing under inversion conditions. Sensitive locations should also be tested. Once the final location is selected, on-site monitoring during events should be conducted.

An oval track would create more continuous sound versus a drag strip, but the sound spectrum (quality) would be much different - higher pitches as opposed to lower rumbles. Building a track in a bowl or depression will help mitigate high frequency noise but would do very little for low frequency noise.

Bullets of the Environmental Noise presentation by Dr. Dominique Cheenne
Created by Scott E. Holmes, February, 20, 20007

Environmental Noise

- Sound is a wave phenomenon.
- Noise is unwanted sound and is measured in decibels (dB).
- A 10 dB differential equates a noise about twice as loud (or noisier).
- Higher frequency noises tend to be more annoying to people.
- Noise that is of short duration is more tolerable.
- Noise is affected by environmental conditions, including wind, humidity and temperature.
- Temperature inversions increase noise problems over longer distances.
- Wind bends sound waves.
- Noise propagates farther on hot and humid days
- Rumble and bass sounds (lower Hertz) travel farther than high pitch sounds.
- Thick grass and soft ground reduce noise, but only for higher frequencies.
- Trees and other vegetation provide very little reduction in noise.
- Berms/barriers must be very close and tall to reduce lower frequency noise.
- Noise testing should be conducted at locations that are going to be considered for the drag strip. Testing should be done under inversion conditions.
- On-site monitoring during drag events should be conducted.
- An oval track would create more continuous sound versus a drag strip and would be higher frequency noise.
- Building a race track in a bowl or depression will help mitigate high frequency noise but would do very little for low frequency noise.



Rod Wolter
<retlow@charter.net>
>

Inbox

Sent : Wednesday, February 21, 2007 5:06 AM
To : "Carol B" <carolserv@hotmail.com>
Subject : Land Prices

Carol,

Sorry about being so late so here goes.

I came to Gateway International Raceway in Oct. of 1995. The track was located in a depressed area just outside of east St. Louis. The effects on the area were dramatic.

In the spring of 1996 we wanted to buy additional land for overflow parking and were able to purchase 49 acres for \$1000/ acre. The fall of 1996 we looked at additional land as investment but would have to pay \$8000/ acre. The fall of 1997 Burger King was looking for land close to the track and had to pay \$25/SF that's \$1,089,000/Acre!! The Truck Stop across the highway from the track added a Sit-down Restaurant, Taco Bell & Pizza Hut in 1998, his employment went from 25 employees to 125 employees. Within a 10 mile radius of the track 8 Motels have been built all stating that the track added enough demand to make them profitable.

With this information when Dover Motorsports bought land for the Nashville Super Speedway it purchased 3900 Acres to make sure it wouldn't have to try buy additional land later on, even so the land just outside the tracks is going for \$30-\$50 per acre.

The same thing has happened at Memphis Motorsports Park. The track has an Airport as its neighbor and had to increase its size to handle additional traffic due to race events which also helped drive up surrounding land prices.

The local excitement and economic impact caused by the tracks has been the same everywhere I have been including Milwaukee, Cleveland & Corby, England.

Regards, Rod

Carol,

The price for land at Nashville Super Speedway should be \$30-\$50 per SF NOT per acre. Sorry

Regards, Rod

Eagle Raceway was built in 1963. At that time there were;

11 homes within 1 mile.

16 homes within 1-2 miles

110 homes within 2-3 miles which includes the Village of Eagle

5 homes within 3-4 miles

Grand Total: 142 homes

Currently:

26 more new homes within 1 mile

60 more homes within 1-2 miles

75 more homes within 2-3 miles

74 more homes within 3-4 miles

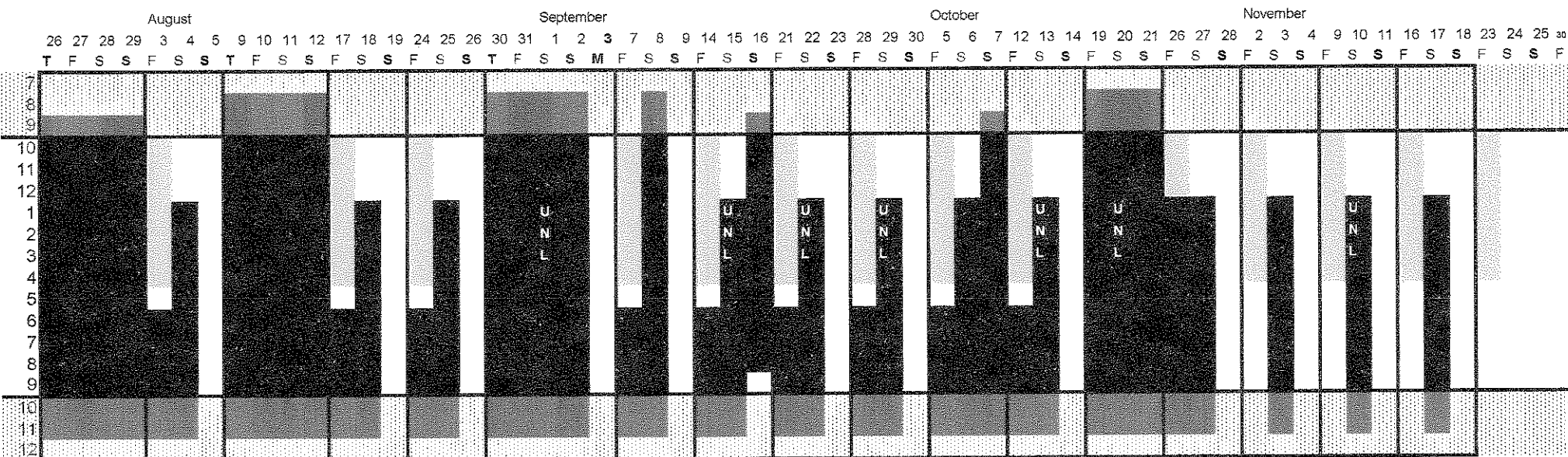
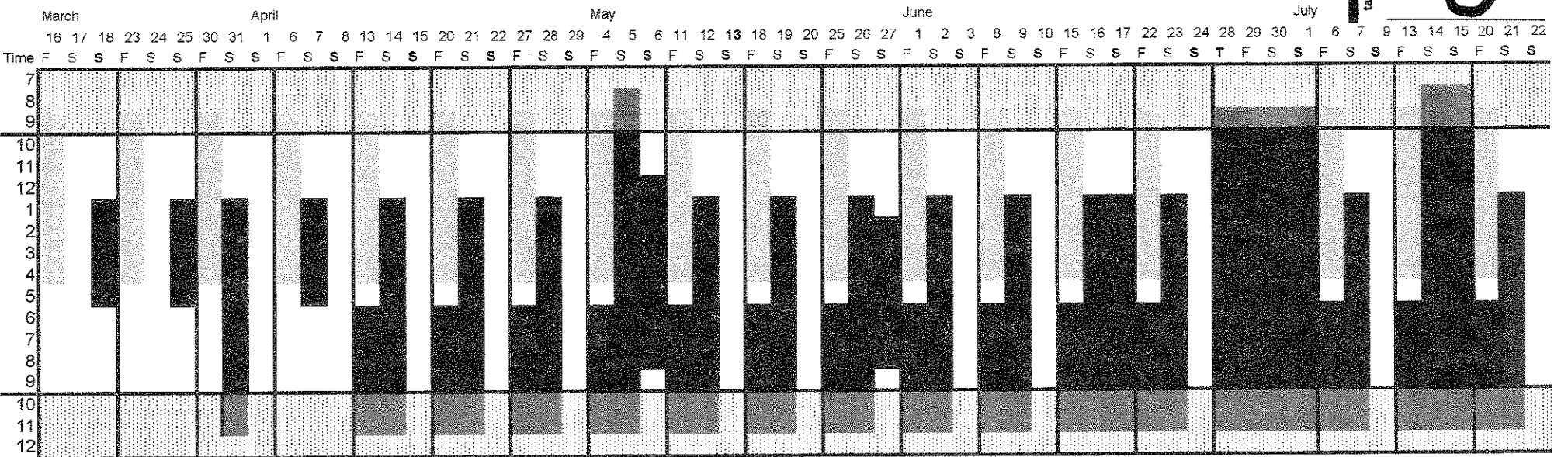
Grand total - 585

Stand Alone Dragstrip Proposed 2007 Schedule Noise and Traffic Impact

EXHIBIT

C

tabbies



- Proposed dragstrip scheduled hours of operation
- Proposed Lancaster County racetrack ordinance time restriction of 10pm to 10am or Lincoln Noise Control Ordinance (ch 8.24.120a)
- Violation of proposed racetrack ordinance time restriction of 10pm to 10am
- Represents normal work hours prior to start of 'week-end'
- Represents the only non-race time available on the 'week-ends' to enjoy the peace and quiet of country life

Motorsports Task Force, Feb 21, 2007

Location subcommittee report

The committee has met on Jan 3(post task force), 10th and 17th, Feb 7 and 14.

We have reviewed

- the proposed Lancaster County zoning criteria
- the existing City of Lincoln zoning criteria
- Cass County, Crow Wing (Brainerd MN), and Shanwee Co KS codes

We have reviewed

- a map developed for the motocross committee using 6 criteria (the "red" map)
- a map using the proposed Lancaster County criteria with no wavers (this shows about 232 square miles would meet the criteria)
- a map using the existing Lincoln criteria (showing about 11 square miles)

We have attended and incorporated presentations to the larger Task Force on the needs of a motorsports location. Sound impacts and characteristics of motorsports facilities. And economic impacts of such facilities.

We have discussed impacts, needs and general area requirements. The subcommittee notes that many criteria can be applied to the siting of a motorsports facility. The subcommittee listed the following critical siting criteria.

1. Criteria to use in locating or reviewing a motorsports application

	criteria	issue	importance
	close to existing noise	minimize noise	
	close to industrial/commercial areas	less impact on future development	
	Traffic flow	multiple exits for large crowds.	
	Major paved road close	access	very high
	next to noise source	noise "masking"	high
	away from "noise sensitive" areas	noise and complaints	
	Along interstate access	Noise - diff	very
	access	moving traffic	

	Low residential #s	noise	very
	Major roadway	access	
	low residential #	# people impacted	
	available for purchase	For sale?	
	5 miles or less from Lincoln	Proximity to service	
	large enough size	expansion room	
	near services	economic	some
	Noise	noise	very 5
	access to I-80	access	very 5
	economic impact	economic impact	very 5
	noise	noise masking	very 5
	traffic flow	multiple exists	pretty important 4
	Major paved roads	access	very 5
	Large enough site		4

This listing should be taken with the understanding that the subcommittee has not contacted owners or noted the availability of land. Land area/size would also be a factor depending on what type or combination of facilities that may be located.

Some common preferences for an optimum location where, 1) close to Interstate access, 2) Utilizing the Interstate noise to "mask" motorsports noise 3) an optimum distance to support services such as hotels and restaurants of 3 - 5 miles.4) away from residential uses and 5) at least a mile in length.

2. See separate map of "opportunity areas", as suggested by the subcommittee. "Scoring" is the number of times it was suggested by a member. Note; the sites located on the Bluff Road landfill could impact the long term viability of the landfill and/or the Northeast Treatment Plant and its associated sludge field and thus City growth.

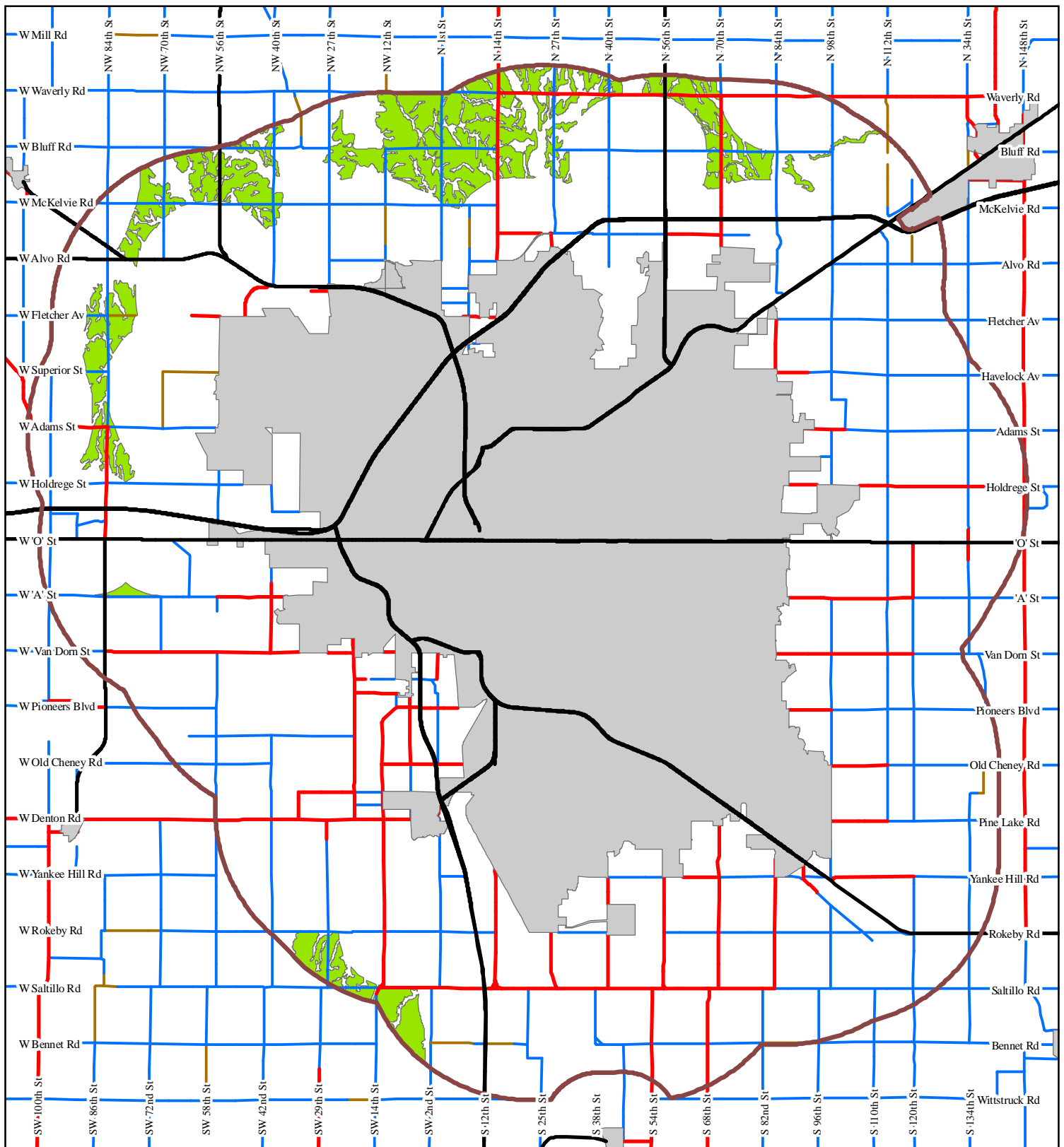
Conclusion:

There are several potential locations where a motorsports facility might be located in the Lincoln/Lancaster area.

Adjustments/waivers will likely be required for sites in either the county or the city.

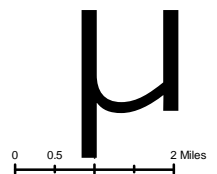
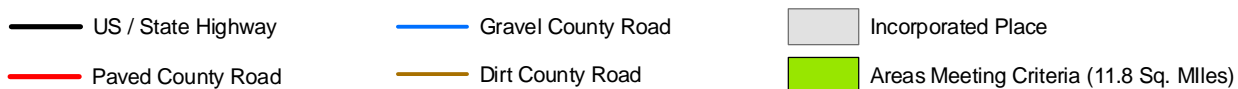
Further review of site needs and opportunities needs to be done by those seeking to build such a facility, whether that be private , public or joint.

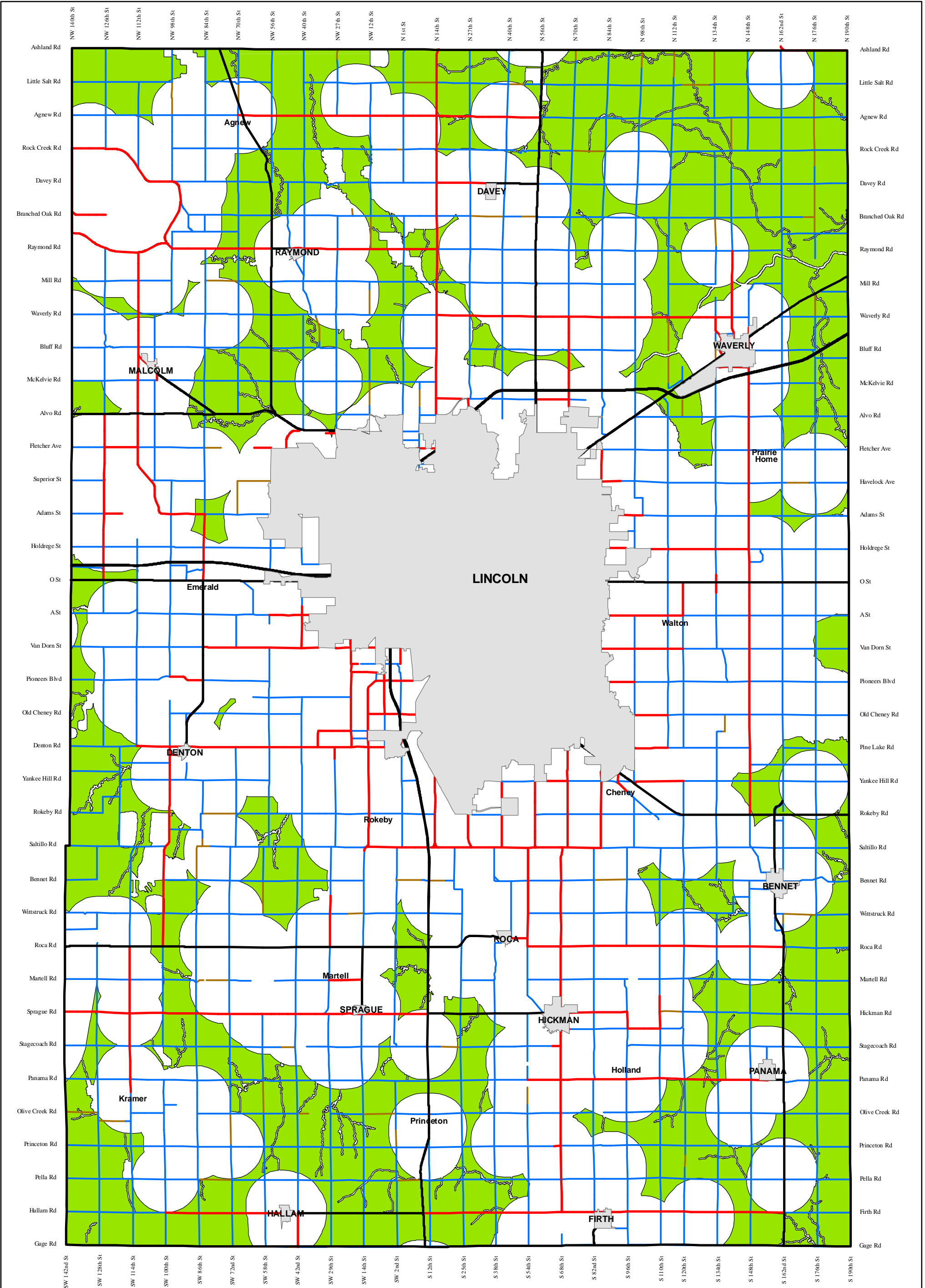
Respectfully submitted, February 21
Mike DeKalb
for the **Location Subcommittee**



CITY ZONING RACETRACK ANALYSIS: COMPOSITE

CRITERIA: AG or I-1 zoning; 20/30 acres (I-1), 35/50 acres (AG); not within airport inner approach zones; not within prime agricultural land (LESA); not within Comp Plan major ecological/environmental areas; center of track at least one mile from existing hospitals and churches; center of track at least one mile from residential areas, rural use areas, and parks and open space as designated by the Comp Plan; and readily accessible from a major street or paved road.





PROPOSED COUNTY RACE TRACK ZONING ANALYSIS: COMPOSITE

County Change of Zone #06065

CRITERIA: At least 70 acres in size; at least one mile from existing cemeteries, hospitals and churches; at least one mile from residential areas *, rural use/acreage areas, schools and parks and open space as designated by the Comp. Plan; and not within major ecological and environmental areas.

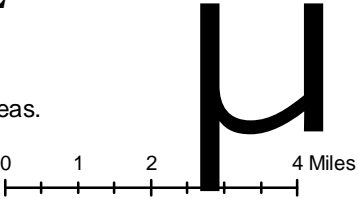
* Residential area = density of 6 or more dwellings per 45 acres.

- US / State Highway

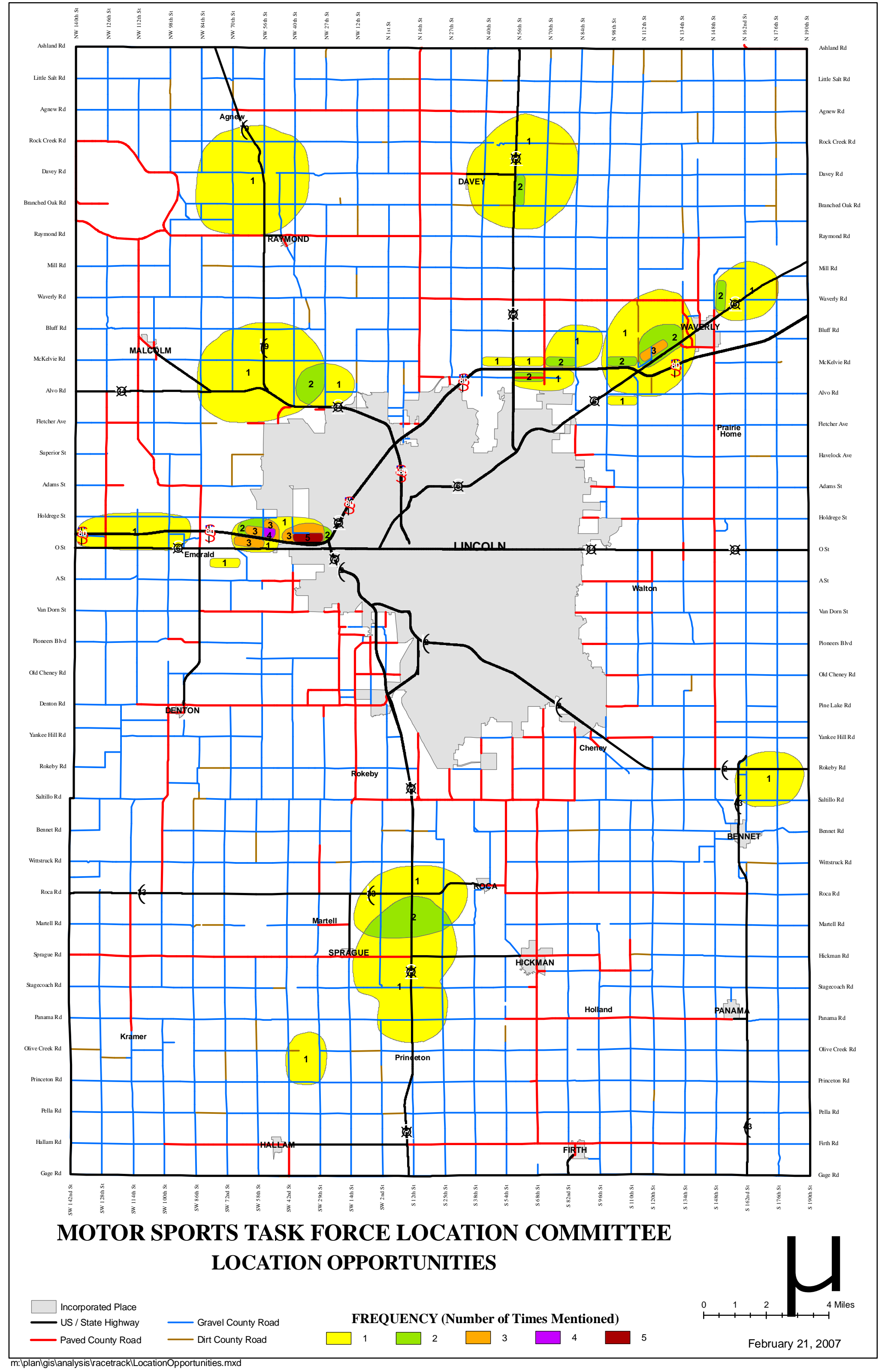
Paved County Road
- Gravel County Road

Dirt County Road
- Incorporated Place

Areas Meeting Criteria (232.3 Sq. Miles)



JANUARY 3, 2007





The selection criteria must be developed. The lists you have below can be turned into the criteria. Then you can offer weighted scores for each selection criteria for each location. If each person gives their scores, then average them. Each person should defend their reason for their scores to make sure they are honest. Scoring method can be anything as long as it is consistent. 1-5, 1 thru 10, etc.

My example below would use score of 1-5 with 5 being most appropriate and 1 being least appropriate.

Criteria etc.	North 77	West O	Waverly	South 77
Access to I-80	5	5	5	2
Close to Hotel, food, etc.	4	3	3	2
Help develop business in area	5	2	2	1
Not too close to I-80	5	1	1	5
Property available	5	2	2	1
Environmental	5	3	2	2
No Flood, ground water issues	5	3	1	2
Positive for Construction needs	5	3	1	1
Proximity to housing	4	2	1	2
Lights don't affect airport	5	1	5	5
Highway access 4 lane	5	2	3	5
1 mile length	5	3	4	1
160 acres or more	5	3	3	1
Outside 3 mile jurisdiction	5	1	1	5

Total	68	29	34	35
-------	----	----	----	----

You can add as many criteria as you can think of in a brain storming session. They need to be written in a way so that a higher or lower score matches the intent of the question.

Total the scores. This will help to separate good choices from poor choices. The top score may not be automatically chosen, but it will become the leading option. If a couple of options are tied, then tie-breaker criteria can be selected.